

THE EDMONTON BULLETIN

(SEMI-WEEKLY)

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MONDAY, JUNE 21, 1909.

THE RADIAL RAILWAY PROPOSAL

If the interests of the city can be properly safeguarded there are many reasons for thinking it would be well to make an agreement with the company who are desirous of building radial electric railway lines throughout the country tributary to the town.

The advantages of such lines hardly need to be argued. They would benefit both cities and country in a multitude of ways. Communication would be made cheap and easy in all weather and at all times. The pleasure of life in the city would be increased by the opportunity for cheap and frequent visits to the country. The pleasure of life on the farm would be increased by the opportunity for getting into the city easily, frequently and at little expense.

Trade would be made easier and would therefore be increased and expedited. The farmer would have easier access to his market. He would thus be enabled to take advantage of a rise in market prices, regardless of the time of year or the conditions of the roads. On the other hand the resident of the town would be always able to get farm produce, if there was such produce in the country, at reasonable prices, instead of being deprived of it at one season because of impassable roads and buying it at another time for less than the producer can afford to take. The effect would be to steady both the supply and the price, a tendency from which both the farmer and the townsman would reap substantial and tangible benefits.

The radial railway is an acknowledged factor in the life of every well developed community. From every large city on this and the other side of the line they radiate into the adjoining country, making easy the means of local trade, and of intercourse between the rural and urban residents.

There is no reason why such lines should not play a highly important and most useful part in promoting the development of western communities. The best of all ways of securing a progress at once rapid and permanent is to establish conditions under which it is desirable to live. To do so is to increase the desire of people to live in the country, and hence the desire of others to come to the country to make their homes, whether on farms or in town. In establishing such conditions the electric railway has a broad opportunity for usefulness and if we can bring this factor into play at an early stage we shall promote the progress of the community very materially and along very desirable lines.

There are two ways by which this can be accomplished locally. The city may undertake to build the lines or we may allow a company to build them. It is asserted that in the latter case we could not prevent a company building them if they wanted to, for the reason that our charters are not exclusive.

However this may be we could certainly not hope to do so and should not want to do so, unless we were prepared to go into the business at once ourselves. This it hardly seems that we are ready to do. Our street railway system is only partially completed. Though it is a good length of line the mileage must be multiplied many times before the two cities are served by it as they must be served a very few years hence. To do this we shall have to put money into street railway lines literally "by the barrel." While the investment so far has proven good and while there is every reason to suppose that with reason exercised in the construction of the new lines it will continue to pay its way and more, there is value in the precept of holding securely to what we have rather than endangering it by grasping at too much. Edmonton can finance the street railway lines needed without trouble, but that we could finance both these and a large system of radial lines too is another question. Recollecting that we have other public services, too, into which we must put many thousands in the immediate future it would perhaps be better to content ourselves with the street railway end of the business, leaving to others the building and operation of the rural lines.

Child Burned by Bon-fire. Winnipeg, June 18.—Anthony Stibich, aged four, died at his parents' home after 24 hours' suffering from burns received while playing round a burning rubbish heap.

THE TRUANCY REGULATIONS

The city school board have found the truancy law not stringent enough for city schools and have not appointed a truancy officer on that account. The law requires pupils to attend school 90 days during the school year, about half the time. This is considered to get the pupil more opportunity to get out of going to school regularly than it gives assistance to the officer in getting him there.

Reasons exist for allowing a margin of the school year in which pupils (rural schools) may be kept at home, one season on the farm in this country when all the available force must be turned on to the seeding or harvesting operations. Even the boy of school years renders very valuable service at such times, service which the beginning settler could not afford to hire and which if left undone would do much to handicap his efforts and thus in the aggregate to retard the progress of the country.

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THE JUNE BRIDE

Walt Mason—Here she comes, and she's a sight, in her gown of snowy white, thing of beauty and of charm, leaning on summer's arm. Bright her eyes as summer skies, and a glory in them lies, borrowed from the realms above, where the only light is love. And her lower looks serene, shaven, perfumed, groomed and clean; pride is glowing in her eyes, that she's won so fair a prize. Lover, lover, do you best, ne'er to wound that gentle breast; lover, never bring a smile, to that true and trusting heart! Strive to earn the love you've won, as the years their courses run; knowing ever, as you strive, that no man who is alive, and no man since Adam died, ever deserved a fair June bride—Walt Mason.

London, June 18.—The Imperial Press conference delegates were entertained at dinner last night by directors of the Manchester ship canal. J. S. Brerly, of the Montreal Herald, proposed the "Port of Manchester" and recalled the fact that an ancestor of his left Manchester for Canada 67 years ago. It was not, said he, a matter of business, but the bonds of friendship which drew the delegates to England. Never let it be supposed that their close connections depended on sordid conditions, for their feeling for the mother country was based on their common love of liberty and on sentimental affections. It is frequently said that the British flag can be held up only by the sword, but he did not know that affection and sentiment inevitably followed trade, and he instance the great trade between Canada and the American continent and Great Britain and Germany, which, if it had produced any great affection between these countries the fact had escaped his observation.

Chief Grain Inspector Believes Montreal Will Not Suffer at All. London, June 18.—David Horne, chief grain inspector for Canada, in a press interview here, has discouraged the notion that the Pacific, or so-called B.C. route is likely to supersede Montreal as Canada's best and most natural grain route to Great Britain. His views will likely have an important influence on Liverpool and other importers who are making plans for shipping via Pacific. Mr. Horne says if the new route offers cheaper rates it will have an advantage owing to the exceptionally close margin with which Canadian grain is handled in the British market, but there is danger that the grain will become heated during the long transit via Pacific, while the Montreal shipment facilities are so far in excess of anything in sight for Vancouver.

On the other hand the Hudson Bay route when open has a great attraction to shippers owing to the exceptional coolness of God's own natural refrigerator. Getting Ready for Western Shipments. Vancouver, B.C., June 17.—Assured that the bulk of this year's Alberta wheat crop will seek an outlet via Vancouver, G. J. Bury general manager of the western division of the Canadian Pacific railway will visit Calgary on his way home for the purpose of discussing with the elevator companies the best means for handling the crop.

Western Nurse Graduates. Hamilton, June 17.—Among nineteen graduating nurses presented with diplomas by the hospital were Hannah B. McGregor of Grenfell, Saskatchewan.

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Conditions in the city are different. The city family is perforce dependant absolutely on the earnings of the husband and father. The other members of the family are not supposed to, and in the ordinary course do not, contribute to the up-keep of the domestic establishment. The work of the boy is pretty well limited in the city home to chores which he can quite well do after and before school hours. There is not, therefore, the need for allowing a period when the city pupil may be kept from school as there is in the case of the country pupil.

Exceptional cases there are of course in which the natural bread-winner is mitted with disease or taken away, and the other members have to turn their hands to the support of the household. But to these exceptional cases exceptional treatment should be accorded. At least, that there are a few such cases should not be made the ground for throwing open the door to general neglect or avoidance of school attendance by pupils not so situated.

There is difference, too, in another direction. The country boy when kept from school is on the farm. If he is doing nothing useful he is at least learning nothing harmful to himself or to society. On the contrary he is of necessity picking up information which will be of use to him in after years in the business which he will most likely follow. The city boy out of school is under no such helpful or harmless conditions. Usually he is not doing anything profitable to himself, his family or the community, and usually he is collecting information and habits which are harmful to all three. The streets of a city are about the worst

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